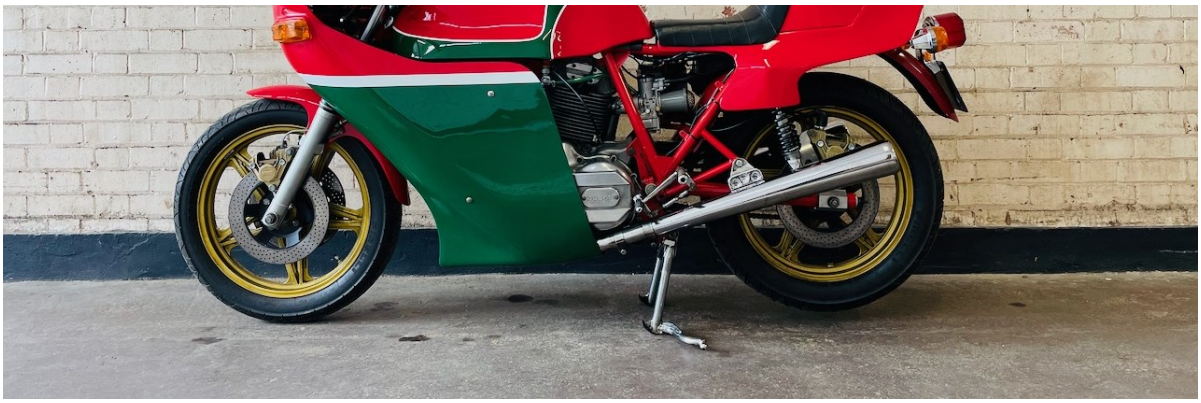


1979 Ducati MHR Sold

Sold

1979 Ducati MHR No.10

Number '10' of the first batch of 200 made
1979 Ducati 864cc Mike Hailwood Replica
Registration no. GBA 222V
Frame no. DM860SS 900010
Engine no. 089439 DM860
Milage: 8500

Delivered by Steve Wynne, Sports Motor Cycles, Manchester
Complete and known ownership history from new.
Professionally recommissioned in 2015
Fully documented including original sales invoice.

No. 10 was sold directly by Mr. Wynne of Sports Motor Cycles, Manchester who were largely responsible for Mike Hailwood's memorable 1978 IOM TT win, ultimately inspiring Ducati to manufacture the 900 Mike Hailwood Replica.

A landmark model that kept Ducati afloat during the 1980s, the Hailwood Replica owes its existence to Mike's legendary Isle of Man TT comeback victory in the 1978 Production Race riding an ex-works NCR bike entered and prepared by Manchester-based Ducati dealer, Sports Motor Cycles. Out of top-flight bike racing for seven years and away from the Island for eleven, Mike took on and beat the might of the Honda works team to win the Formula 1 TT at record speed. Ducati lost little time in capitalising on this outstanding success, launching a road-going replica the following year.

Like the race-bike, the MHR was based on the production 900SS, but - inevitably - had much more in common with the latter than the former. Most obvious difference was the full fairing finished in red, green and white, complemented by a glassfibre tank and racing seat. In fact, on the very earliest examples the 'tank' hid a steel fuel reservoir, glassfibre being illegal in the UK for tanks. Mechanical changes were confined to lighter wheels, usually by Campagnolo, and improved Brembo brakes, while the MHR's performance was pretty much the same as that of the 900SS: around 135mph flat-out.

No. 10 retains its original engine ('089459') and is the 10th Mike Hailwood Replica made (production commenced with '900001'). Amongst the first MHR's to be retailed in the UK (see below), 'GBA 222V' was purchased new by Mr Victor Lawton in September 1979 from the famous Manchester-base Ducati main agents, Sports Motor Cycles Ltd, and comes with the original sales invoice recording the registration, frame and engine numbers.

Pat Slinn, formerly of Ducati importers Coburn & Hughes, was working for Sports Motor Cycles when the first MHRs arrived: "The first four MHR to arrive in the UK were supplied to Sports Motor Cycles. SMC put one on the road as a demonstrator. SW (Steve Wynne, SMC's proprietor) used it for personal transport. It was sold in 1981 (ish). This was the first and earliest MHR. I have no idea who bought it or the frame/engine number or registration number. I remember Vic Lawton as a customer; was probably the first retail customer in the UK to purchase an MHR. I may have road tested the MHR that he bought." Unfortunately, all the sales paperwork was destroyed when SMC closed in 1982.

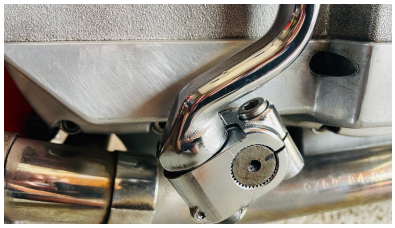
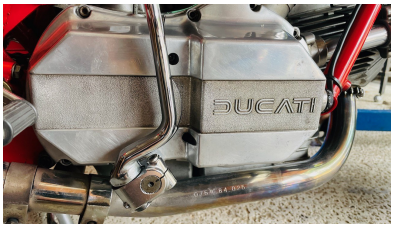
A letter on file from Mr Lawton to former owner Mark Wallis recounts the circumstances of the sale: he had gone to Sports Motor Cycles to buy a 900SS but was persuaded by Steve Wynne to buy a new MHR instead (they had three or four in the showroom). He also says that due to poor paintwork and damage due to poor packaging, all three bikes were resprayed by Dream Machine. He took this opportunity to have an alloy Imola tank painted and fitted, which has been very much admired at IoM rallies and elsewhere.

In 1985, next owner John Scott purchased 'GBA 222V' from Vic Lawton (receipt on file) and at some time before 1994 it passed to the aforementioned Mark Wallis, who sold it in April 1995. The latter - a lifelong Ducati enthusiast - did not register it in his name until 2019. In 2015 the MHR was despatched to Moto Forza at Silverstone for a thorough

recommissioning, since when it has been stored in a dehumidified environment. Moto Forza's bill for £5,688 is on file together with other items of historical documentation including the original 1979 Sports Motor Cycles Ltd Invoice and a (copy) manual. Most recently and after 45 years the bike returned to Dream Machine for new and period correct paint.

A stand out example from the first batch of 200, rarely offered for sale making this highly original and well documented example of particular appeal to collectors.

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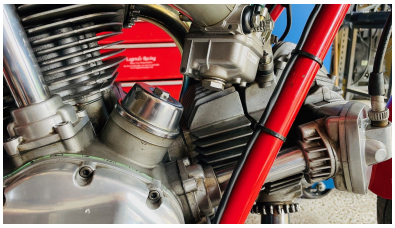

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GBA
222V

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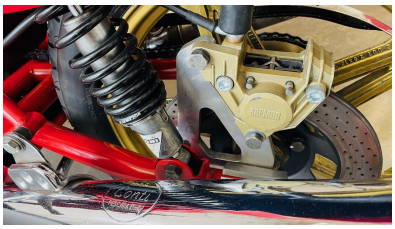

GBA
222V

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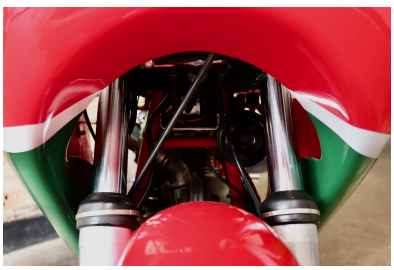
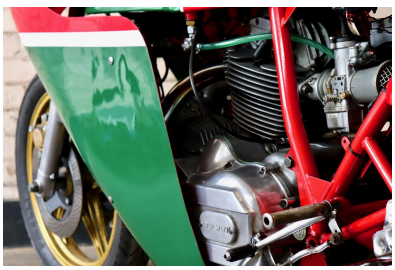
km/h
x1000rpm


DM860 SS#90001

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